



February 1, 2006

Agency comments were used in preparation of this report, which begins on page 18.

AGENDA ITEM NO.: 11
County Planning Commission
February 1, 2006

SPR-50012 Consensus Planning, Inc., agent for Albuquerque Rio Bravo Partners, requests approval of the Ceja Vista Master Plan. The Master Plan covers approximately 320 acres and is bounded by the municipal limits to the north (south of Dennis Chavez Boulevard), the proposed APS high school and Paakweree development to the west, Karrol Road to the east, and Love Road to the south. The Master Plan proposes mixed use development including; a mixture of residential densities, parks, trails, open space, and commercial services. (DEFERRED FROM THE DECEMBER 7, 2005 HEARING)

BACKGROUND:

The Request

The applicant is requesting approval of a planned community master plan. The Ceja Vista Master Plan covers approximately 320 acres and proposes a range of residential development areas. The Master Plan also includes neighborhood commercial, primary roadways networks, parks, and open space and trails.

The land use breakdown for the Ceja Vista Master Plan includes approximately 201 acres of

residential development; this includes low, low-mid and high-mid density. The Master Plan also includes 19 acres dedicated for parks/open space, 32 acres for AMACA channels, 63 acres for Rights-of-Way, and 3 acres for neighborhood serving commercial. The residential lots vary in size from approximately 5,000 square feet to 9,000 square feet in size. The 3 acres of neighborhood commercial is intend to augment the major commercial activity slated for the intersection of 98th Street and Gibson and commercial development located at the intersection of Coors and Rio Bravo.

The Ceja Vista Master Plan includes a section dedicated to design guidelines, which address landscaping, streetscapes, and architecture. The Master Plan states that the primary goal of the design guidelines is to facilitate a mixed-use community with pedestrian accessibility and maintains a village-type character. The plan proposes approximately 30% of the land area within the master plan to be defined as Open Space for recreation, drainage, ROW, and utility easements. The percentage of this distribution is further defined as 62.0% of the Master Plan area is residential development, 0.9% as neighborhood commercial development, 6.0% for parks and open space, 10.0% for AMAFCA channels and 19.9% for rights-of-way.

The Master Plan also promotes techniques such as cluster housing, water harvesting, and the use of “green” building materials. The proposed design standards address landscaping, setbacks, lighting, signage and architecture.

The Master Plan contains a phasing and implementation section, which is defined as a generalized framework for anticipated development and not a development restriction. The phasing plan calls for phase one to be identified as south of Dennis Chavez Boulevard within the City of Albuquerque.

Dennis Chavez Boulevard bound phase 1 of the Master Plan on the north, the western edge of the entire parcel west of 98th Street on the west, the eastern edge of the parcel east of Unser Boulevard and Mead Avenue on the south. The first phase of the Master Plan contains the highest residential densities, the Master Plan call for home construction in this area to be completed as soon as December 2006. Phase 2 of the Master Plan, is defined on the map located on page 26 of the submitted plan (Attachment 3). Phase 2 is anticipated to be complete by December of 2007. Phase 3 of the Master Plan is anticipated for completion by December of 2008.

APPLICABLE PLANS AND POLICIES:

Albuquerque/Bernalillo County Comprehensive Plan

The site is located in the Developing Urban Area as delineated in the Albuquerque/Bernalillo Comprehensive Plan. The principal Goal for the area of the Comprehensive Plan is to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas and lifestyles, while creating a visually pleasing built environment.

Policy a states that “The Established and developing Urban Areas shall allow a full range of urban land uses, resulting in an overall gross density of up to five dwelling units per acre.”

Policy d states that “The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources and resources of other social, cultural, or recreational concern.”

Policy e states, “New growth shall be accommodated through development of areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be assured.”

Policy f states that “Clustering of homes to provide larger shared open areas and houses oriented toward pedestrian or bikeways shall be encouraged.”

Policy g states “Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.”

Policy i states that “Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.”

Policy j states “Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.
- In larger area wide shopping centers located at intersections of arterial streets and provided with access via mass transit; more than one shopping center should be allowed at an intersection only when transportation problems do not result.
- In free standing retailing and contiguous storefronts along streets in older neighborhoods.

Policy k states that “Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation operations.”

Policy l “states that Quality and innovation in design shall be encouraged in all new development design shall be encouraged which is appropriate for the plan area.”

Policy m “states that Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.”

Air Quality

The Goal is to improve air quality to safeguard public health and enhance the quality of life.

Policy g states “Pollution from particles shall be minimized.”

- “Use vegetation, landscaping and other erosion control techniques to minimize dust pollution especially from construction sites.”
- Modify the Development process manual to expand requirements for top soil disturbance permits and dust control plans for excavations greater than $\frac{3}{4}$ acre; monitor and strictly enforce the existing regulations regarding airborne particulates.”

Developed Landscape

The Goal is to maintain and improve the natural and the natural and the developed landscapes’ quality.

Policy a states that “The natural and visual environment, particularly features unique to Albuquerque, shall be respected as a significant determinant in development decisions.”

Southwest Area Plan (SWAP)

The site is located in Residential Area Four of the Southwest Area Plan.

Policy 26 (g) allows a maximum residential density of six dwelling units per net acre when city sewer services are available.

Policy 9 states, “Protect the fragile landforms and air quality in the plan area, new development or major modifications roads and other public facilities shall adapt to existing natural environment, topography, soils, vegetation, geology, and hydrology.”

- f. Prohibit excessive cuts and fills that scar the natural landscape and create unstable soil and erosion conditions.

Policy 19 states, “All development and subdivisions shall be required to limit the level of water runoff generated from new construction or paving in order to reduce velocity and volume of runoff, and to ensure the viability and capacity of down stream facilities.

Policy 25 states “The County and City stabilize residential zoning and land use in the plan area.”

- e. Encourage C-2, M-1 and M-2 land uses in the area located south of Woodward and east of Second Street, and the southwest corner of I-40 and Paseo del Volcan, to promote areas of primary development.
- g. Encourage stabilization of residential land use through subdivision design and scale.

Policy 28 states that the areas located between I-25 and Second Street and the area south of I-40 and west of Paseo del Volcan shall be used as primary employment areas due to their location relative to transportation facilities (rail and highway).

Policy 30 states, “Standards for outdoor lighting shall be implemented to ensure that their use does not interfere with the night sky environment and unnecessarily adjacent properties.”

- a. Outdoor light poles within residential areas should not exceed sixteen (16) feet in height above existing grade; when mounted on buildings or structures, fixtures should not exceed twelve (12) feet from existing grade.
- b. Encourage landscaped areas within lots to break up large expanses of paved area and enhance pedestrian access.

Policy 42 states, “Industrial development shall be in accordance with existing environmental and geological conditions.

- c. Restrict new industrial development in areas of fragile soil conditions or in geographically unfit areas, unless indisputable evidence is presented that the area will not be adversely affected.
- d. Locate industrial development in areas with appropriate road design, drainage and infrastructure conducive to industrial activity.
- e. Limit the scale if industry to an appropriate compatible and sustainable level considering environmental factors such as soil conditions, water availability, air quality, noise and suitable geologic formations.

Southwest Area Plan (SWAP)

Policy 1 states "Techniques to ensure water quality and to enhance water conservation shall be established by the appropriate governmental agencies to enforce policies adopted in the Ground-Water Protection Policy and Action Plan and to prevent further groundwater contamination in the Plan area."

Policy 5 states "As development occurs in the Plan area, provisions shall be made to ensure erosion is controlled during and after construction. Runoff and erosion controls shall be developed throughout Soil Conservation Service Zones 3 & 4 to protect Zone 5."

Policy 6 states "Specific land use regulations, with performance and improvement standards, shall be created to protect agricultural lands."

Policy 25 states "The City and County shall stabilize residential zoning and land use in the Plan area."

- f) Encourage stabilization of residential land use through subdivision design and scale.

Policy 28 states that the areas located between I-25 and Second Street and the area south of I-40 and west of Paseo del Volcan shall be used as primary employment areas due to their location relative to transportation facilities (rail and highway).

Policy 30 state " Standards for outdoor lighting shall be implemented to ensure that their use does not interfere with the night sky environment and unnecessarily adjacent properties."

- f. Outdoor light poles within residential areas should not exceed sixteen (16) feet in height above existing grade; when mounted on buildings or structures, fixtures should not exceed twelve (12) feet from existing grade.

Policy 32 states "Increase the visual character and quality of the streetscape and overall development by encouraging enhanced use of required perimeter walls."

- a. Discourage long expanses of uninterrupted wall surface and encourage walls to be indented, offset, or in a serpentine form to avoid a tunnel effect.
- a) Permit industrial economic development where water availability and quality can sustain such industry.
- c) Restrict new industrial development in areas of fragile soil conditions or in geographically unfit areas, unless indisputable evidence is presented that the area will not be adversely affected.
- d) Locate industrial development in areas with appropriate road design, drainage and infrastructure conducive to industrial activity.

Policy 28 states that the areas located between I-25 and Second street and the area south of I 40 and west of Paseo del Vocan shall be used as primary employment because of their location to transportation facilities (rail and highway).

- a) Prohibit industrial development that is highly consumptive in water use from the area south of I-40 and west of Paseo del Volcan.
- b) Prohibit industrial development on the top edge of the Southwest Mesa.

- c) Require a master site plan for industrial uses (M-1, and M-2 zoning) for sites that encompass the crucial area and are five acres or larger.
- d) The developer shall provide a detailed site plan for industrial uses that incorporates appropriate native drought tolerant plants and trees, in order to achieve a continuous 30 foot landscaped area fronting the main access road.
- e) Require industrial development located in the area south of I-40 and west of Paseo del Volcan to be developed with “no net” cost to local governments for infrastructure and water use as defined in the Planned Communities Criteria.

Policy 29 States that all land uses in the plan area, which are or reflect a M-1 or M-2 land use shall require a detailed site plan and landscape plan, including phasing(if applicable).

- a) Promote a visually pleasing business environment by creating attractive surroundings. To achieve this, provide appropriate native drought tolerant plants and trees with a 30-foot landscaped area fronting main access roads. Landscape elements shall be consistent throughout the area roadways.

ANALYSIS:

Surrounding Land Use and Zoning

The Ceja Vista Master Plan is bounded by the municipal limit to the north, the proposed APS high school, Paakweree development, and vacant land to the west, Love Road on the south, and approximately the east edge of the AMAFCA drainage facility on the east. A complete context map is located on page 2 of the Master Plan (Attachment 3).

The area north of the Ceja Vista Master Plan is currently being developed with the City of Albuquerque’s municipal limits and is included in the Rio Bravo Sector Development Plan, which was not adopted by the County. This area contains a commercial intersection located approximately 2 miles north of the subject area. A portion of the Rio Bravo Sector Plan is south of Dennis Chavez Boulevard and forms the northern boundary of the property. The area west of the Master Plan area is primarily vacant. A portion of a residential development named Paakweree is not yet fully built out. The southern boundary of the site adjacent to Love Road and this area contains residential development.

Plans

Albuquerque/Bernalillo County Comprehensive Plan

This site is located in the Developing Urban Area as designated by the Albuquerque/Bernalillo County Comprehensive Plan. The principal Goal for the Developing Urban Area of the Comprehensive Plan addresses the creation of a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas and lifestyles, while creating a visually pleasing built environment. The goals and policies for this area of the Comprehensive Plan do not specifically address land uses of an industrial nature. It appears that this area of the Comprehensive Plan was intended for the establishment of higher density residential and community serving commercial land uses.

Land use policy a states that the Developing Urban Areas shall allow a full range of urban land uses, resulting in an overall gross density of up to five dwelling units per acre. Further, Policy d establishes that the location, intensity, and design of new development shall respect existing neighborhood

values, natural environmental conditions and carrying capacities, scenic resources and resources of other social, cultural, or recreational concern.

Comprehensive Plan policy I call for employment and service uses for this area to complement residential areas and be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments. The Developing Urban Area policies address locating commercial uses with the planning area. Recommendations for the location commercial uses are addressed in some detail. Small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling. Given this criteria, it appears that increasing the amount of commercial acreage in this master to something more than the proposed three acres would benefit the stated objectives of the Master Plan as well as the Comprehensive Plan.

Zoning Ordinance

There appears to be some inconsistency with the suggested language in the "Design Standards" section concerning mandatory provisions, permissive standards, and suggested design recommendations. The word "may" refers to allowed or permissive standards (i.e., suggestions, recommendations); the words "shall" and "will" are mandatory criteria (i.e., requirements, "must haves"). Standards within the proposal, which "suggest" are simply recommendations that may or may not be utilized, while specific requirements can be enforced by Bernalillo County.

Trails and Sidewalks Section

The last bullet in this section refers to "freestanding restaurants". This term is undefined in the proposal and not recognized by the Zoning Ordinance. Clarification on this term is necessary.

Parking Neighborhood Commercial Section

These proposed standards are not contrary to the Zoning Ordinance, but are different to the current requirements. The parking requirements for residential uses are based on the number of bathrooms in the Zoning Ordinance:

"Dwelling. One parking space for each bathroom or fraction thereof provided in the dwelling, but not less than two spaces per dwelling unit" Sec. 21.A. 5.

This proposal seeks to tie the number of off-street parking spaces to the number of bedrooms.

Setbacks Section

Single family lots

The proposed minimum setbacks for the front yard (15') and side yard (5', with the possibility of a zero-lot-line) are less than existing requirements currently within the Zoning Ordinance. The smallest distance between the front property line and a structure is 20 feet (R-1, R-2, & M-H zones), and the side yard requirements allow for up to a 6-foot area.

The proposal also seeks to allow for garages, both attached and detached, to have a zero-lot-line. Under current zoning regulations, a detached garage can be located within 5 feet of an existing side or rear property line provided that the wall of the subject structure is fire-rated up to one hour, and the garage is located at least 10 feet from a building with living quarters (dwelling unit or accessory living quarters) and at least 5 feet from another accessory building (shed, greenhouse, gazebo, etc.). On the other hand, garages which are attached to the dwelling must meet the corresponding setback requirement of the underlying zone.

Additionally, this section indicates that when a garage is "facing the street" (p.10) the minimum setback shall be 20 feet. This term needs further explanation and/or an example. Also, is the 20-foot setback distance measured from the front property line, the side property line, or both?

Landscape Section

The proposed language indicates that "individual lot owners will be responsible for the installation and maintenance of the landscape on their property." This seems to infer that landscaping is required, and as such, owners who occupy their home without landscaping are subject to the penalties of the zoning ordinance (fines and/or imprisonment). Is the intent of the proposal to require private, single-family residences to install landscaping? The County only requires landscaping for multi-family residential development and commercial properties.

Landscape section

Non-residential

This section appears to match existing County standards for the type of materials, necessary coverage, and irrigation requirements. "Turf grasses" are referenced, as well as considerations for water conservation techniques. Often turf grasses are considered to be high-water vegetation. Additional clarification may be necessary.

Screening / walls and fences section

Walls/fences

It appears that the proposal seeks to make specific requirements for the design of any walls or fences (lessening the visual impact, meandering fence lines, provision of open spaces and offsets). Additional language and clarification may be necessary, as current text is lacking clear direction and enforceability.

Architecture section

Neighborhood commercial standards

The first sentence of the third bullet indicates that "plastic or vinyl building panels, or awnings" are prohibited. The next sentence states that awnings and canopies shall be integrated with the building architecture. This standard needs clarification and possibly a specific design example.

Single-family residential standards

Proposed lot area requirements are 3,500 square feet. The smallest residential lot size currently allowed in the zoning ordinance is 8,000 square feet in the R-1, R-2, and M-H zones if the lot is connected to community water and sewer services.

Agency Comments

The Bernalillo County Public Works Division (BCPWD) has commented on several elements of the Master Plan. A grading and drainage plan will be required for the entire development as part of the approval process. The grading and drainage plan must include references to existing master plans in the area and work in conjunction with existing developments and must allow for future developments in this area. With regard to roadways, a Traffic Impact Analysis (TIA) (PWTR 50013) has been submitted to BCPWD and is currently being reviewed. BCPWD requires a review of all road infrastructure improvements given in the TIA. The applicant is to provide a Ceja Vista Phasing Schedule listing these and any other improvements required by BCPWD prior to approval of the Ceja Vista Master Plan by the BCC or within a time period agreed to by BCPWD.

Comments from County Transportation Planning call for a revision of the proposed master plan with regard to 98th street. These comments state that the Master Plan should be revised to continue 98th Street as a Principal Arterial through the Ceja Vista development, connecting to Unser Boulevard. The alignment of the Principal Arterial will be as approximately shown in the Ceja Vista Master Utility Plan, rather than the local street alignment shown in the Westpac/Westland Subdivisions Site Plan. 98th Street will include a bike lane. The continuation of 98th Street as a Principal Arterial with bike lane will help ensure that the area is adequately served by the transportation infrastructure.

Ceja Vista is part of the proposed subdivisions supported by the Southwest Mesa Subdivisions Traffic Impact Study, September 12, 2005. There are needed changes to the trips generated by the proposed commercial development. This will impact trip distribution and assignment. The revised TIS should include the 98th Street connection to Unser Boulevard consistent with the above alignment.

Comments from the Bernalillo County Parks and Recreation Department (BCPR) reference a meeting that has transpired with the applicant's agent on September 1, 2005 to discuss the submitted master plan relative to parks, open space, multi-use trails, and bikeways (on-street bicycle facilities). The agent agreed to prepare separate map(s) showing the context of origins and destinations in the immediate area that would be served by the trail network proposed in the Ceja Vista Master Plan. Some of the trail specifications and details should be reflected in these map(s) based on the latest AASHTO and MUTCD standards and BCPR preferences, which were emailed to the agent on September 9, 2005. It is expected that more refined comments to the Master Plan can be made after these map(s) are provided.

Comments from the City of Albuquerque Water Utilities Division note that the proposed Master Plan could be approved if the following conditions were part of the approval. These conditions include:

The Albuquerque Bernalillo County Water Utility Authority (ABCWUA) be the sole provider of water and sanitary sewer service. Development Agreements with the ABCWUA be required as a condition of any residential subdivision approvals (other than Bulk Land Plats), or any Site Plan or Building Permit approvals for nonresidential uses and the timing of

providing water and sanitary sewer service is at the sole discretion of the ABCWUA.

The Transportation section was unchanged, except for discussion of "Multimodal Travel" related to trails and transit. Previous comments are included below and remain applicable. The amended submittal includes reference to existing transit Route 54 (Bridge-Westgate) located over ½ mile to the north – far beyond the threshold for reasonable access to typical transit users. Again, and as mentioned in previous comments, the Plan does not include any noteworthy effort of integration with current and/or proposed transit service and coordination with local transit providers and/or park and ride service.

The Traffic Impact Analysis should evaluate the proposed internal roadway network and internal circulation, and in particular, the continuity of 98th Street as a minor arterial south of Dennis Chavez Blvd. This facility should be considered by the County for public ownership as a higher order roadway serving longer trips as it fits in with the general 1 mile to ½ mile arterial spacing favored for suburban development and network accessibility. Given the potential for additional development to the south and the need for north/south roadway capacity as an issue already identified for network in the South West Mesa, the extension of 98th Street south through the development should be considered.

Comments from the Mid Region Council of Governments states that the transportation section of the Master Plan was unchanged, except for discussion of "Multimodal Travel" related to trails and transit. The amended submittal includes reference to existing transit Route 54 (Bridge-Westgate) located over ½ mile to the north, which is beyond the threshold for reasonable access to typical transit users. MRGCOG comments state that the Plan does not include any noteworthy effort of integration with current and/or proposed transit service and coordination with local transit providers and/or park and ride service. In addition, MRGCOG calls for consideration of 98th Street south through the development given the potential for additional development to the south and the need for north/south roadway.

The City of Albuquerque Open Space Division (COAOSD) comments call for a clarification regarding the conveyance and acquisition of Major Public Open Space. The conceptual phasing plan shows development over portions of the Ceja and the escarpment that are shown as proposed Open Space in the 2002 Comprehensive Plan.

Conclusion

This site lies in the Developing Urban area as designated by the Comprehensive Plan.

The principal Goal for the area of the Comprehensive Plan is to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas and lifestyles, while creating a visually pleasing built environment. It appears that the intent of the Ceja Vista Master Plan shares these stated Goals.

The Developing Urban Area policies address locating commercial uses with the planning area. Recommendations for the location of commercial uses are addressed in some detail. These recommended locations include small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling. The Proposed Master Plan and this general region of the South Valley may benefit from additional neighborhood commercial in this area given the current ratio of residential development to commercial development. The percentage distribution is approximately 62.0% of the Plan area as residential development and 0.9% as Neighborhood Commercial development.

In addition, there are numerous elements of the plan that must be clarified and resolved with regard to the agency comments that deal with traffic and transportation issues, utility and infrastructure issues as well as park and open space issues. It appears that the aforementioned issues are resolvable and are capable of being addressed as conditions.

ADDITIONAL STAFF COMMENTS (FEBRUARY 1, 2006)

The revised Master Plan includes several changes, among the revisions is the continuation of 98th Street through the master plan area rather than the termination of 98th street as depicted on the

previous version of the Master Plan. The Bernalillo County Public Works Division and the Mid Region Council of Governments (MRCOG) supported this modification to the Master Plan. The MRCOG has commented that the revised Master Plan references the extension of 98th Street south of Dennis Chavez as a “collector” street and MRCOG maintains that this roadway be designated as a minor arterial as would be its anticipated function.

Comments from the City of Albuquerque Transportation Department state that any proposed infrastructure fronting City property will need to follow all City criteria for design including pavement design, sidewalk, curb and gutter and sight distance.

In addition, the City of Albuquerque Transportation Department states that the previously submitted Master Plan dated August 22, 2005 and the Revised Master Plan are virtually identical because both documents are deficient in that there is no analysis of the long range transportation system improvements that will be needed to adequately serve the increased growth in this area, including the growth that is likely to occur in Mesa del Sol and Zacate.

Comments from the Albuquerque Public Schools (APS) system describe the impact that the Ceja Vista Master Plan will have on the area with regard to population increase and school facilities ability to absorb the increasing student population. As proposed, the Master Plan proposes a total of 1,133 dwelling units over four years (2006-2009). This increase represents a significant impact to the APS district. The development impacts Navajo Elementary, Harrison Middle School, and Rio Grande High School.

Comments from APS state that Navajo Elementary and Harrison Middle school will not be able to absorb the student population generated from the proposed development. The proposed development will drive a need for another elementary school, in addition to the one already planned for the southwest area, and a new middle school.

A new elementary school is scheduled be built at the Edward Gonzales Elementary School site. However, the new school will relieve overcrowding at Edward Gonzales and Carlos Rey Elementary School, and will not be able to absorb new students from the proposed development. A new high school is planned for the southwest area and will be able to absorb future growth in the area. APS further states that they will explore various alternatives to relieve overcrowded schools. Some of these solutions are both short and long term and include the construct new schools or additions, the use of portables, lease facilities, schedule changes, double sessions and multi-track year-round school.

Comments from the Bernalillo County Parks and Recreation (BCPR) Department that the applicant met with BCPR staff on December 21, 2005 to discuss revisions to the master plan as they relate to parks and trails. BCPR states that the revised plan submitted by the applicant on December 27, 2005 has adequately addressed previous BCPR comments. These issues include the size and location of an approximately 10 acre park adjacent to the AMAFCA dam that meets the recreation needs of Ceja Vista at expected build-out densities. The configuration of the park could be "opened" by providing more street frontage and fewer backyards abutting the park, thus creating more visibility and improving safety and monitoring of park activities.

RECOMMENDATION:

Approval of SPR-50012 based on the following Findings and Conditions.

Enrico Gradi
Program Planner

Findings:

1. This is a request for the Ceja Vista Master Plan which covers approximately 320 acres and is bounded by the municipal limits to the north (south of Dennis Chavez Boulevard), the proposed APS high school and Paakweree development to the west, Karrol Road to the east, and Love Road to the south. The Master Plan proposes mixed use development including; a mixture of residential densities, parks, trails, open space, and commercial services.
2. This request is consistent with the Southwest Area Plan in that it meets the residential density for this area of the South Valley as articulated in Policy 26 of the Southwest Area Plan.

Conditions:

1. Applicant shall continue the 98th Street corridor in a southerly direction intersecting Unser at the approved signalized intersection location. The corridor shall be classified Minor Arterial unless approved by Bernalillo County Public Works Division for a lesser classification. Appropriate public right-of-way, both location and width, shall be provided that meets all Bernalillo County requirements.
2. Applicant shall provide Bernalillo County Public Works Division (BCPWD) with a construction schedule of the improvements required by this Master Plan's Traffic Impact Analysis, as approved by BCPWD and shall assign improvements to the different development phases of Ceja Vista. This construction schedule shall be reviewed and approved by BCPWD prior to the applicant's first submittal of a planned development area for Ceja Vista.
3. The Albuquerque/Bernalillo County Water Utility Authority (ABCWUA) shall be the sole provider of water and sanitary sewer service.
4. Development Agreements with the Albuquerque/Bernalillo County Water Utility Authority (ABCWUA) will be required as a condition of any residential subdivision

approvals (other than bulk land plats), or any site plan or building permit approvals for nonresidential uses.

5. The timing of providing water and sanitary sewer service is at the sole discretion of the Albuquerque/Bernalillo County Water Utility Authority (ABCWUA).
6. Applicant shall dedicate, build and maintain a multi-use community-scale park. The exact acreage of the park shall be based on agreed-upon persons per household population projections for this area of Bernalillo County for the year 2010 and national and local standards of 2.8 acres per 1000 people.
7. Bernalillo County Parks and Recreation Department will assume ownership and maintenance responsibilities of the dedicated and developed multi-use and community-scale park three (3) years after the facility is opened for public use.
8. The multi-use and community-scale park shall be located immediately adjacent to the Borrego Dam in a configuration conducive to a wide range of community-scale park uses and non-vehicular trail and sidewalk connections. Borrego Dam is owned by AMAFCA, not the applicant, and shall not be counted toward fulfilling park, open space, or trail requirements.
9. The final park design shall meet Bernalillo County Parks and Recreation Department land management standards for irrigation, turf grass, plant material, playgrounds, etc. BCPR planning and maintenance staff shall collaborate with the applicant and their designer to finalize a mutually acceptable design for this park.
10. A park design approved by Bernalillo County Parks and Recreation shall be a condition of approval for future Special Use Permit for a Planned Development Area for the Ceja Vista development.
11. Applicant shall provide cross-sections of the Borrego Channel, Dennis Chavez Boulevard, Unser Boulevard, and other arterial, collector, or local streets with appropriate combinations of trails, sidewalks, and bike lanes within 90 days of Master Plan approval to aid in the assessment of trail connections. Approval of cross-section by BCPR will be required before the appropriate zoning permit is approved.
12. All trails must meet County standard of 12' and have the design approved by Bernalillo County Parks and Recreation and Bernalillo County Public Works Division, and where necessary, AMAFCA and MRCOG.
13. Applicant shall provide direct pedestrian connections from subdivisions to parks and trails, from subdivisions to the future school site, and from subdivisions to commercial areas. These non-vehicular connections must be provided in graphic format to the satisfaction of Bernalillo County Parks and Recreation at each stage of subdivision platting.
15. The applicant is responsible for the protection or conservation of any identified archeological site that is identified as Open Space or other use in the Master Plan.
16. The applicant is responsible for the eminence of pocket parks.

17. All sidewalks and trails will be publicly accessible facilities.

BERNALILLO COUNTY DEPARTMENT COMMENTS

Building Department:

No adverse Comment.

Environmental Health:

City of Albuquerque water and sewer appears to be available to this property, where applicable availability shall be coordinated with City Public Works. A sewer availability statement will be required. Please contact the City LDC at 924-3989.

1. COA Air Quality Division permits as required for soil disturbance and fugitive dust.
2. Restaurant effluent may require pre-treatment engineer review.
3. Restaurant air emissions monitoring may be required for pollution prevention.
4. Drainages and ponding areas will require mosquito control and prevention plans.
5. Coordinate all trails and parks with Clay Campbell of Parks and Rec. at 314-0400.
6. Provide statement of accountability for all water and sewer line extensions and infrastructure as is suggested in the proposal.

As was discussed at meeting with Applicant and EH Office personnel on 10-31-05 the various issues identified and discussed are summarized as follows:

page-7

2nd paragraph-Public art?, and if proposed? Whose proposal, locations and source of funding etc.

2nd bullet-where and what % of topography is not accessible to persons meeting criteria of the ADA.

page-10 LANDSCAPE

Add in a header for RESIDENTIAL [as is comparable to NON-RESIDENTIAL]

1. add discussion about weedbarrier use.
2. 2nd bullet who are the individual lot owners in question?
3. 3rd bullet what are the common areas?

page-14/15 LIGHTING

1st paragraph, 2nd sentence strike the word "unnecessary", as relates to glare or reflection.

6th bullet-add "Neon lights are prohibited at all locations-commercial included.

LIGHTING DIAGRAM page-15

strike the word "should" with "shall be shielded source, with the height to be kept to a minimum necessary to meet safety standards.

page-15 DRAINAGE

2nd paragraph, add in at end of statement, "A mosquito control plan that complies with Bernalillo County EH Office will be submitted and enforced."

page-15/16 UTILITIES

Explain the last sentence of [UTILITIES] paragraph on page 16.

1. Who will construct the new water supply and sewage treatment facility upgrades as expressed in this sentence?
2. Provide an engineers estimate on the anticipated construction costs and an estimate of the projected utility impact/expansion fees generated from this project. A unified mechanism shall be in place allowing the generated revenue to fund the new construction if it is so determined by the appropriate authorities.
3. Provide a comprehensive water and sewer availability statement. The availability statement will determine whether the existing water and sewer lines running adjacent to the project are sufficiently sized to accomodate the tremendous new effluent flows and the water consumption.

page-22 WATER, SEWER. AND STORM DRAINAGE

Statement made in submittal is, "Water and sewer lines will be extended in conjunction with the development of each phase." Same language continues throughout the paragraph. The question is: "Who will extend these utility lines? The developer is the responsible party and should proclaim as such in this paragraph. Re-wording is required. As applicable, a water and sewer availability statement is requested for this action.

Zoning Enforcement Manager:

The landscape plan calls for non-residential of 75 % vegative ground cover with 1 and 1/2 inch caliper trees and 1 gallon shrub /plant material coverage. The landscape coverage of shrubs and plant material should be in five gallon containers as stated in the Landscape Ordinance, in order to have the appropriate spread within the time span allowed for proper growth.

Must comply with below listed comments.

The residential lots size as proposed indicates that the lots vary from 5000 square feet to 9000 square feet with widths that vary from 45 feet to 80 feet. In page 14 under the Architectural concept it states the minimum lot size shall be 3500 square feet. this is contrary to the proposed lot sizes mentioned under the land use breakdown. Again on my previous comments there is a problem with meeting density requirements.

No other adverse zoning comments.

Fire:

Required access: Fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction.

The required width of a apparatus access road shall not be obstructed in any manner, including parking of vehicles during construction and/or occupancy.

The code items in this review are not intended to be a complete listing of all possible code requirements adopted by this jurisdiction. It is a guide to selected sections of the code. Additional information is required prior to approval and/or occupancy.

Approved numbers or addresses shall be placed on all new and existing building in such a position as to be plainly visible and legible from the street or road fronting the property and shall contrast with their background. Numerics shall be a minimum of 4 inches in height.

Streets and roads shall be identified with approved signs.

Approval and/or occupancy pending approved water supplies for fire protection.

BCFD Fire Prevention Bureau shall approve all wateline extensions. Water utilities shall submit plans and specifications prior to construction.

Where new waterlines are extended along streets where hydrants are not needed for protection of structures or similar fire problems, fire hydrants shall be provided at not less than 1,000-foot spacing to provide for transportation hazards.

A letter of intent shall be required from the utility to specify fire flows, pressures, and storage which will be provided for fire protection.

speed humps and/or traffic calming devices shall not be permitted within this master plan,

Fire hydrants are generally installed according to spacing criteria that varies according to proposed land use. These hydrants may be required to be supplemented with additional hydrants when actual development takes place.

Public Works:

DRAN:

1. Provide Zone Atlas page with site location identified.
2. Provide a Floodplain map with the site location identified.
3. A grading and drainage plan will be required for the entire development as part of the approval process. This grading and drainage plan must include references to existing master plans in the area, must work in conjunction with existing developments and must allow for future developments in this area.

DRE:

1. A Traffic Impact Analysis (TIA) (PWTR 50013) has been submitted to BCPWD and is currently being reviewed. All revisions will need to be completed and the TIA approved by BCPWD prior to approval of the Ceja Vista Master Plan by the BCC or within a time period agreed to by BCPWD.
2. BCPWD shall review all road infrastructure improvements given in the TIA. The applicant shall provide a Ceja Vista Phasing Schedule listing these and any other improvements required by BCPWD prior to approval of the Ceja Vista Master Plan by the BCC or within a time period agreed to by BCPWD.

FEBRUARY 1, 2006 Comments

1. A revised Traffic Impact Analysis (TIA) or Study encompassing the entire Ceja Vista area needs to be reviewed and approved by Bernalillo County Public Works Division prior to further development of the site. However the revised analysis does not need to be completed prior to approval of the Master Plan.
2. BCPWD shall review all road infrastructure improvements given in the TIA. The applicant shall provide a Ceja Vista Phasing Schedule listing these and any other improvements required by BCPWD prior to further development of the site. However the Phasing Schedule does not need to be completed prior to approval of the Master Plan.
3. The continuation of 98th Street through the Ceja Vista development shall be classified as Minor Arterial with adherence to Right-of-way and design criteria.

Transportation Planning:

Revised Ceja Vista Master Plan, October 25, 2005

The Master Plan should be revised to continue 98th Street as a Principal Arterial through the Ceja Vista development, connecting to Unser Boulevard. The alignment of the Principal Arterial will be as approximately shown in the Ceja Vista Master Utility Plan, rather than the local street alignment shown in the Westpac/Westland Subdivisions Site Plan. 98th Street will include a bike lane. The continuation of 98th Street as a Principal Arterial with bike lane will help ensure that the area is adequately served by the transportation infrastructure.

Ceja Vista is part of the proposed subdivisions supported by the Southwest Mesa Subdivisions Traffic Impact Study, September 12, 2005. There are needed changes to the trips generated by the proposed commercial development. This will impact trip distribution and assignment. The revised TIS should include the 98th Street connection to Unser Boulevard consistent with the above alignment.

February 1, 2006 Comments

The revised Master Plan dated December 27, 2005 is a major improvement to the original Master Plan, and is consistent with our discussions with the contractor and his representatives.

I would like to bring to your attention the appropriate wording related to "Transportation," on page 22, paragraph 2. The revised Master Plan notes, "Impacts to this network will be offset by improving adversely affected routes, all in connection with a Traffic Study to be jointly approved by the County, State and City officials." This is accurate: BCPWD has asked that the TIS be redone. This should not affect approval of the Master Plan since the Master Plan acknowledges the TIS will be prepared and submitted for our and other agency review and approval.

The TIS will in part impact how the wording is interpreted in the "Roads" section of the Master Plan, page 28, paragraph 3. The Master Plan states, "The continuation of 98th Street through the Ceja Vista development will be considered a collector street connecting to Unser Blvd." You may want to clarify that the function will follow demand. While the initial roadway may function as a collector, to preserve the public interest in road network performance, the public ROW for the continuation of 98th Street should permit future expansion as a minor arterial.

Parks & Recreation:

The revised plan submitted by the applicant includes an 11x17 graphic for open space/trails/parks proposed for Ceja Vista. The graphic was prepared in an effort to address previous comments by BCPR regarding origins and destinations in the area. The blue line identified as "bike paths" is difficult to see and therefore, difficult to determine its location. For example, the blue arrow pointing to the Hubbel Oxbow Open Space in the southeast corner and the blue arrow pointing to the future APS high school in the northwest corner do not appear to be connected to blue lines indicating trails within the subdivision. Request applicant to make modifications to this graphic to reflect these comments.

In addition, a new graphic should be created by placing the outline of the subdivision in the larger regional context of the southwest quadrant of the Trails and Bikeways Facility Plan, thereby showing how the proposed trails/bike paths for Ceja Vista will connect to existing and proposed trails in the southwest region. A smaller scale map showing a larger area with a smaller amount of detail with respect to the subdivision itself, would achieve this. Suggested boundaries are: Pajarito Rd. on the south, Paseo del Volcan on the west, Amole Arroyo on the north and Coors Blvd. on the east. In addition, identifying the adjacent land uses on the graphic would be helpful in assessing the suitability of proposed trails and connections.

There appears to be a typo on page 7 in the Trails and Sidewalks section, first bullet. The word County is printed twice. The wording of the bullet (all public multi-use trails shall be built to county standards) does not match the Typical Character Studies graphic which depicts an 8' trail for Unser and Dennis Chavez; the County standard is 12 feet.

Previous comments from October 2005 still apply.

OCTOBER 2005 COMMENTS

BCPR met with the applicant's agent on September 1, 2005 to discuss the submitted master plan relative to parks, open space, multi-use trails, and bikeways (on-street bicycle facilities). The agent agreed to prepare separate map(s) showing the context of origins and destinations in the immediate area that would be served by the trail network proposed in the Ceja Vista Master Plan. Some of the trail specifications and details should be reflected in these map(s) based on the latest AASHTO and MUTCD standards and BCPR preferences, which were emailed to the agent on September 9, 2005. It is expected that more refined comments to the Master Plan can be made after these map(s) are provided.

It bears repeating that:

*Bicycle lanes and multi-use trails are compatible recreation facilities that do not replace one another;

*Trails and bikeways should be developed with directness, continuity, *Parks and neighborhoods should be connected by trails and/or bikeways;

*Ceja Vista trails should enhance the larger city- and county-wide trail network; and,

*Park and trail construction to serve future residents will take significantly longer if the County is expected to secure design and development funds versus the developer constructing parks and trails to County standards and dedicating the finished facilities to the County.

BCPR and the agent discussed the potential of the developer's phased construction of park and trail facilities to County standards and dedication of built park facilities to BCPR in a "turn-key" fashion. The agent agreed to convey this preference to his client. Developer construction of trails and parks is the only way BCPR will be able to serve future residents recreationally in a timely fashion after homes are built. There are simply too many projects already in the idea, design, development, or construction stage for BCPR to even consider adding proposed Ceja Vista facilities to the funding wish list. Many competing needs and projects elsewhere in the County are already in the pipeline; these need scarce public development funds, thus preventing the funding of Ceja Vista recreational facilities solely by BCPR.

BCPR would support the developer seeking a park and impact fee waiver or credit in exchange for the turn-key construction of parks and trails. BCPR will agree to maintain parks after a one-year warranty period that the developer should get from the contractor who builds the park. Since BCPR cannot speak for BC Public Works, further discussion with Public Works and the developer on trail maintenance will be necessary. A similar trail warranty arrangement may also be appropriate.

The agent mentioned the possibility of smaller "pocket parks" being developed as part of Ceja Vista. Parks less than five acres in size are problematic and inefficient for streamlined maintenance, so BCPR respectfully declines assuming any responsibility for these facilities. Neighborhood pocket park maintenance, however, should still be confirmed as part of any approval. If a Homeowners' Association (HOA) is proposed to maintain the parks, the applicant should be aware of problems elsewhere in the County where an HOA was committed to maintain areas of subdivisions before the HOA was created.

BCPR looks forward to working with the developer and his agent on the turn-key provision of park facilities and with the developer and his agent and Public Works on the turn-key provision of trail facilities.

February 1, 2006 Comments

Applicant met with BCPR staff on 12/21/05 to discuss revisions to the master plan as they relate to parks and trails. The revised plan submitted by the applicant on December 27, 2005 has adequately addressed previous BCPR comments. Specifically:

- 1) The size and location of an approximately 10 acre park adjacent to the AMAFCA dam meets the recreation needs of Ceja Vista at expected build-out densities. The configuration of the park could be "opened" by providing more street frontage and fewer backyards abutting the park, thus creating more visibility and improving safety and monitoring of park activities.
- 2) Typical cross section of Dennis Chavez Blvd. correctly depicts a 12' trail.
- 3) Language in the Implementation section (pgs. 28-29) regarding public parks and trails is satisfactory.
- 4) Construction of a 12' trail along the Borrega Channel.

REQUIRED CORRECTIONS:

- 1) Open Space Plan map page 10:
 - a. "Turn on" the bike paths layer, it is shown in the legend and not displayed on the map.
 - b. Display the Trail Corridor along the Borrega Channel as it was shown in the previous submittal dated October 25, 2005.
- 2) Page 24, Bikeway System Map:

- a. The facility identified "Isleta" is actually the Isleta Drain and should be correctly marked as a red dashed trail, per the Trails and Bikeways Facility Plan.
- b. This map is intended to convey connections to surrounding destinations, please identify destinations on this map including commercial shopping centers, future schools, future parks, etc.
- c. This map needs to show all proposed bike facilities including:
 - i. Per recent revisions to the Long Range Bikeway System Map:
 - 1. bike lanes on Unser Blvd. south of Dennis Chavez Blvd.
 - 2. bike lanes and trail on 98th St. between Gibson and Dennis Chavez Blvd.
 - 3. bike lanes and trail on 118th St. between I-40 and Pajarito Rd.
 - ii. Per Ceja Vista Master Plan (corrected page 10 as noted in #1 above)
- 1. trail along the Borrega Channel
- 3) In the text of the Master Plan, specifically pages 9 & 29, make a distinction between public multi-use trails, which have a width standard of 12', versus a private path; also remove the reference to "trail standards in the landscaping section" as those standards are no longer in the landscaping section.

PREVIOUS FINDINGS AND CONDITIONS FOR PARKS AND RECREATION STILL APPLY

- 1) Applicant shall dedicate, build and maintain a multi-use community-scale park. The exact acreage of the park shall be based on agreed-upon persons per household population projections for this area of Bernalillo County for the year 2010 and national and local standards of 2.8 acres per 1,000 people.
- 2) Bernalillo County Parks and Recreation will assume ownership and maintenance responsibilities of the dedicated and developed multi-use and community-scale park three (3) years after the facility is opened for public use.
- 3) The multi-use and community-scale park shall be located immediately adjacent to the Borrego Dam in a configuration conducive to a wide range of community-scale park uses and non-vehicular trail and sidewalk connections. Borrego Dam is owned by AMAFCA, not the applicant, and shall not be counted toward fulfilling park, open space, or trail requirements.
- 4) The final park design shall meet Bernalillo County Parks and Recreation Land Management standards for irrigation, turf grass, plant material, playgrounds, etc. BCPR planning and maintenance staff shall collaborate with the applicant and their designer to finalize a mutually acceptable design for this park.
- 5) A park design approved Bernalillo County Parks and Recreation shall be a condition of approval for future Special Use Permit for a Planned Development area for the Ceja Vista development.
- 6) Applicant shall provide cross-sections of the Borrego Channel, Dennis Chavez Boulevard, Unser Boulevard, and other arterial, collector, or local streets with appropriate combinations of trails, sidewalks, and bike lanes within 90 days of Master Plan approval to aid in the assessment of trail connections. Approval of cross-section by BCPR will be required before a Special Use Permit for a Planned Development area is approved.
- 7) All trails must meet County standard of 12' and have design approved by Bernalillo County Parks and Recreation and Bernalillo County Public Works Division, and where necessary, AMAFCA and MRCOG.
- 8) Applicant shall provide direct pedestrian connections from subdivisions to parks and trails, from subdivisions to the future school site, and from subdivisions to commercial areas. These non-vehicular connections must be provided in graphic format to the satisfaction of Bernalillo County Parks and Recreation at each stage of subdivision platting.
- 9) Bernalillo County will not be responsible for protection or conservation of any identified archeological site that is identified as Open Space or other use in the Master Plan.
- 10) Recreation facilities identified as pocket parks will not be nor ever become the maintenance responsibility of Bernalillo County.

- 11) All sidewalks and trails will be publicly accessible facilities.

Sheriff's:

No comment received.

COMMENTS FROM OTHER AGENCIES

MRCOG:

The following staff comments relate to the resubmittal of the Ceja Vista: Master Plan. Comments reflect transportation systems planning within the Albuquerque Metropolitan Planning Area. Principal guidance comes from the Metropolitan Transportation Plan and the Future Albuquerque Area Bikeways and Streets (FAABS) document adopted by the Metropolitan Transportation Board.

ZSPR 50012, Resubmitted for 12/07/05 CPC.

The Transportation section was unchanged, except for discussion of "Multimodal Travel" related to trails and transit. Previous comments are included below and remain applicable. The amended submittal includes reference to existing transit Route 54 (Bridge-Westgate) located over ½ mile to the north – far beyond the threshold for reasonable access to typical transit users. Again, and as mentioned in previous comments, the Plan does not include any noteworthy effort of integration with current and/or proposed transit service and coordination with local transit providers and/or park and ride service.

The Traffic Impact Analysis should evaluate the proposed internal roadway network and internal circulation, and in particular, the continuity of 98th Street as a minor arterial south of Dennis Chavez Blvd. This facility should be considered by the County for public ownership as a higher order roadway serving longer trips as it fits in with the general 1 mile to ½ mile arterial spacing favored for suburban development and network accessibility. Given the potential for additional development to the south and the need for north/south roadway capacity as an issue already identified for network in the South West Mesa, the extension of 98th Street south through the development should be considered.

The Bike and Trails element of the plan appears consistent with recommendations in the MRCOG *Long Range Bikeway System* and the *Trails and Bikeways Facility Plan* adopted by the by the Albuquerque City Council (R-308, enactment No. 100-193 approved July 19th, 1993) and by the Bernalillo County Commission (Resolution No. AR 70-93, approved July 27, 1993). Furthermore, the project is in a fast-developing area where road and trail facilities are sometimes ahead of the planning process. Development of the 2030 MTP has begun and is involving the input of local entities in coordination with the development sector. Integration of the Plan's trail recommendations into the 2030 MTP is recommended and should be pursued in subsequent levels of approval through ROW dedication and project implementation.

Previous comments:

The Master Plan does not include any noteworthy transportation analysis commensurate with a Master Plan submittal, ie, general discussion of the existing and planned roadway network, any downstream capacity issues that may be known at this time given current transportation planning documents such as the MTP and others, levels of anticipated impacts on roadway capacity given the proposed levels of development, etc. Coordinated interagency involvement on the transportation analysis is appropriate and is critical at this stage as significant downstream roadway capacity issues for projects in this area have already revealed themselves in recent project development review and approvals.

The Master Plan makes the statement that "the area is well served by existing transportation infrastructure". This statement seems to ignore the fact that recently approved developments nearby have identified severe capacity limitations along most arterials serving the area, especially at intersections with other arterials even in consideration of recommended levels of mitigation. It is also stated that the area network of arterials with interstate connections will serve this traffic generated from Ceja Vista, and that improvements to those facilities, off site, would be provided through Capitol Improvements or Impact Fees.

It should be noted that the majority of the arterials and roadway facilities serving this area, ie, Rio Bravo Blvd, Dennis Chavez Blvd, Unser Blvd, Coors Blvd, and both Interstates (25 and 40) have significant portions owned or under agreement with the New Mexico Department of Transportation or are owned by the City of Albuquerque. Both of whom are not subject to County Impact Fees or County Capitol Improvement Plans. In the "Typicals" section on page 6, a Transit Park and Ride Station is shown, yet there is no mention of any intent to pursue a coordinated transit system. Transportation is discussed mainly in an auto-oriented manner. Given the proximity

of this development to nearby development and density within the City of Albuquerque, Transit might be pursued as a viable mitigative strategy to serve the travel demand generated by this development. In addition, the Long Range Bikeway System map identifies several projects including a path along the Unser Blvd alignment and Dennis Chavez, and a bike lane along Dennis Chavez in the immediate project area.
NM/ma 9/14/05

February 1, 2006 Comments

Page 28 of the revised document includes reference to "Roads" in the Master Plan and specifically references the extension of 98th Street south of Dennis Chavez as a "collector" street. MRCOG maintains that this roadway be designated as a minor arterial as would be its anticipated function. In addition, the cross section of 98th Street should also be included in the typicals section along with the other affected roadways, ie, Unser Blvd and Dennis Chavez Blvd.

AMAFCA:

AMAFCA will review future development plans with respect to the Borrega Channel and Dam. Applicant should include storm water treatment features in design of drainage facilities.

City Public Works:

Water Resources Section

Roy Robinson (General Manager of Water Utility Department) and myself met with D. Mark Goodwin & Associates, the developer, and Bohannon-Huston on September 23, 2005 to discuss the question "what would be needed for providing utilities south of Dennis Chavez". Attached is a copy of a memo previously written to D. Mark Goodwin & Associates.

Our Department concurs with the developer contracting with Bohannon-Huston to do some analysis using the Utilities water model software currently being used by Bohannon-Huston. Due to Bohannon-Huston's work load and commitments to our Department, it seems unlikely that any analysis will be available very quickly, and not likely prior to the CPC hearings.

I have discussed the County's CPC cases involving Master Plans such as this one with Roy Robinson and Mark Sanchez, and we feel that it would be appropriate for County staff to recommend approval of these Master Plans and related zoning and special uses with the following conditions:

1. A condition that the Albuquerque Bernalillo County Water Utility Authority (ABCWUA) be the sole provider of water and sanitary sewer service.
2. Development Agreements with the ABCWUA be required as a condition of any residential subdivision approvals (other than Bulk Land Plats), or any Site Plan or Building Permit approvals for nonresidential uses.
3. Timing of providing water and sanitary sewer service is at the sole discretion of the ABCWUA.

Other items of discussion included the new arsenic regulations for drinking water standards, the availability of moving water from the east side to the west side, and San Juan surface water availability. The new EPA arsenic regulations take affect in January 2006, but the Utility will be applying for a 3 year extension and hope to meet the standards by March of 2007 when the east side and west side water blending can take place. San Juan surface water is scheduled to be available by March 2008.

If you have any further questions please don't hesitate to contact me.

City Open Space:

No comments received.

City Transportation:

Transportation Development::

Application Number ZSPR 50012(99999 Karrol St SW, Map P-9 & Q-9)

Has a TIS (Traffic Impact Study) been accomplished to determine the traffic impact on the existing infrastructure and the level of service? Any proposed infrastructure fronting City property will need to follow all City Criteria for design (which includes pavement design,

sidewalk, curb and gutter, sight distance etc? City Development Process Manual, and Albuquerque/Bernalillo County Comprehensive Plan Policies.
NS/ma 8/29/05

Transportation Planning:

The Transportation Division of the Department of Municipal Development has reviewed the subject applications and submits the following comments.

Project # ZSPR 50012

Findings

1. More than seventeen (17) years ago, the process associated with developing the Southwest Area Plan (SWAP) produced a comparison of the traffic demand resulting from the land use plan and the supply of roadway facilities needed to serve the Plan area.
2. These iterative studies resulted in the arterial roadway network adopted in the SWAP and subsequently incorporated into the Long Range Major Street Plan (Ref. SWAP, page 54, Map 6).
3. Since that time, some of these roadways have been implemented, some have been removed from further considerations, and most have had little or no progress made toward completion.
4. If major developments in Mesa del Sol and Zacate, all occur as proposed, the increased traffic demand could adversely impact the arterial roadway network adopted in the Southwest Area Plan.
5. Transportation studies conducted 17 years ago did not reflect either of these major developments which will be competing for the same limited roadway capacity described as being available to serve the Ceja Vista Development.
6. The section on transportation in the Ceja Vista Master Plan (page 19) states that "Impacts to this network will be offset by improving adversely affected routes, all in connection with a Traffic Study to be jointly approved by the County, State and City officials."
7. An appropriate system study showing the compatibility of the land use and the transportation system needs to be completed before moving forward in the adoption process.

Recommendations

1. Indefinite Deferral, pending the completion of a system study showing the compatibility of the land use and transportation system within the Southwest Area Plan.
2. To accomplish the study, that Bernalillo County submit a formal request to the Mid-Region Council of Governments (MRCOG) to evaluate the adequacy of the roadway network.

JH/ma 9/6/05

FEBRUARY 1, 2006

Application Number ZSPR 50012(99999 Karrol St SW, Map P-9 & Q-9)

Has a TIS (Traffic Impact Study) been accomplished to determine the traffic impact on the existing infrastructure and the level of service? Any proposed infrastructure fronting City property will need to follow all City Criteria for design (which includes pavement design,

sidewalk, curb and gutter, sight distance etc?), City Development Process Manual, and Albuquerque/Bernalillo County Comprehensive Plan Policies.

Project # ZSPR 50012 - Revised Ceja Vista Master Plan

The previously submitted Master Plan dated August 22, 2005 and the Revised Master Plan are virtually identical. Both documents are deficient in that there is no analysis of the long range transportation system improvements that will be needed to adequately serve the increased growth in this area, including the growth that is likely to occur in Mesa del Sol and Zacate. The comments below are the same as those previously submitted.

Findings

1. More than seventeen (17) years ago, the process associated with developing the Southwest Area Plan (SWAP) produced a comparison of the traffic demand resulting from the land use plan and the supply of roadway facilities needed to serve the Plan area.
2. These iterative studies resulted in the arterial roadway network adopted in the SWAP and subsequently incorporated into the Long Range Major Street Plan (Ref. SWAP, page 54, Map 6).
3. Since that time, some of these roadways have been implemented, some have been removed from further considerations, and most have had little or no progress made toward completion.
4. If major developments in Mesa del Sol and Zacate, all occur as proposed, the increased traffic demand could adversely impact the arterial roadway network adopted in the Southwest Area Plan.
5. Transportation studies conducted 17 years ago did not reflect either of these major developments which will be competing for the same limited roadway capacity described as being available to serve the Ceja Vista Development.
6. The section on transportation in the Revised Ceja Vista Master Plan (page 16) states that "Impacts to this network will be offset by improving adversely affected routes, all in connection with a Traffic Study to be jointly approved by the County, State and City officials."
7. An appropriate system study showing the compatibility of the land use and the transportation system needs to be completed before moving forward in the adoption process.

Recommendations

1. Indefinite Deferral, pending the completion of a system study showing the compatibility of the land use and transportation system within the Southwest Area Plan.
2. To accomplish the study, that Bernalillo County submit a formal request to the Mid-Region Council of Governments (MRCOG) to evaluate the adequacy of the roadway network for the next 20 years.

JH/ma 11/3/05

City Transit:

ZSPR-50012 No current transit service is within walking distance of the master plan area. The closest transit route is the #158 Coors-Golf Course all-day route on Coors to Gun Club - about 0.75 miles from the closest part of the plan area. However, this area is one where Transit hopes to provide new service in the future.

Comments: Based on a conversation with the agent, Transit understands that the applicant is considering building a small park-and-ride facility (15 parking spaces) on the southwest corner of Dennis Chavez and 98th (outside the County portion of the plan area but servicing it), potentially to be maintained by the homeowners' association. Transit applauds the foresight and progressive approach in anticipating this need and will be happy to work with the applicant on the details of that facility. As noted above, Transit wants to reiterate that no current routes

serve this area. Transit has several proposed routes in the vicinity, including on 98th, Unser, and Rio Bravo, in a preliminary draft of its Short Range Transit Plan, but the plan is not yet approved and will depend on funding for implementation. Because of its current regional significance, Unser may be likely to receive transit service before 98th, so the applicant may want to consider moving the park-and-ride site to the corner of Unser and Dennis Chavez, although access to that site would be more difficult due to the access control policy on Unser.

Transit suggests continuing 98th as a north-south arterial through the western side of the site and keeping Unser closer to a north-south alignment (more or less parallel to Coors) through the eastern side. Transit also suggests providing one east-west arterial for future connection to Coors. Much of the west side of Albuquerque already suffers from insufficient arterials for both auto traffic and convenient bus service, resulting in auto congestion and delay and inefficient transit routes.

Transit suggests providing frequent pedestrian connections from local streets to Unser, 98th, Dennis Chavez, and Love Rd, for example at 300 - 500' intervals even where street connections are not proposed (e.g. between cul-de-sacs and an adjacent arterial or collector). These connections can significantly reduce walking distances, making it a much more viable way for people to access transit or other local destinations or even just for children to visit friends in another part of the neighborhood. Similarly, Transit suggests providing direct pedestrian access to the school site in multiple locations to maximize the ability of students to reach the school without having to drive (or be driven).

The plan contains an internal discrepancy on minimum lot sizes: p. 3 says 5,000 sq ft, and p. 14 says 3,500.
ADG/ma 9/14/05

NM Department of Transportation

-A Traffic Impact Analysis (T.I.A) will be required to determine the impact to the State Road system as well as mitigation measures.

Albuquerque Public Schools:

Z & CSU Cases to be heard before the County Planning Commission on October 5, 2005
Application No: ZSPR 50012
Special project review for Ceja Vista

The request for a special use permit for 320.7 acres bounded by the Albuquerque City limits to the north; proposed APS High School, Paakweree development, and vacant land to the west; Love Road to the south; and east edge of the AMAFCA drainage facility on the east will impact Navajo Elementary School, Harrison Middle School, and Rio Grande High School. The above elementary and middle schools are currently enrolled and operating close to their designed capacity. These above levels are projected to accrue substantial increases in students in the near future.

The APS facilities in the area have recently been and continue to be expanded and upgraded. The district opened a new elementary school (Painted Sky) in fall of 1998 and a new middle school (Jimmy Carter) in fall of 2000. An elementary school, Edward Gonzales ES, opened last fall (2004) and already has 1200+ students. Another elementary school is slated for fall of 2006 as a portable school to alleviate overcrowding.

Please refer to the table below for projected enrollment and capacity figures for the affected schools.

APS has expended significant resources to address growth and to shift enrollment pressures on the west side. Seven (7) out of the ten (10) new APS schools built since 1995 were constructed to address growth on the west side. The following summary lists recently built schools, schools under construction, and planned schools.

New APS Schools: 1995 - 2004

1. Chamiza Elementary School (North West Albuquerque) - 1995
2. Double Eagle Elementary School (North East Albuquerque) - 1996
3. Desert Ridge Middle School (North East Albuquerque) - 1997
4. Painted Sky Elementary School (South West Albuquerque) - 1998
5. Jimmy Carter Middle School (South West Albuquerque) - 2000
6. James Monroe Middle School (North West Albuquerque) -2001
7. Seven Bar Elementary School (North West Albuquerque) - 2001
8. Manzano Mesa Elementary School (South East Albuquerque) - 2004
9. Edward Gonzales Elementary School (South West Albuquerque) - 2004

10. Ventana Ranch Elementary School (South West Albuquerque) - 2004

APS Schools Currently Under Construction

1. Far North East Heights Elementary School - Planned opening 2006
2. Far South West Elementary School - Planned opening 2006 (portables in 2006 and permanent buildings in 2009; contingent upon passing of GO 09 election)
3. New North West High School - Planned opening 2007/08 (9th grade will open in 2007 and full school will open in 2008)

Planned APS Schools

1. New South West High School - Design Funded GO 06 (other funding under consideration)
2. New Middle School Alternative

To address overcrowding at schools, APS will explore various alternatives. A combination or all of the following options may be utilized to relieve overcrowded schools.

- ? Provide new capacity (long term solution)
 - o Construct new schools or additions
 - o Add portables
 - o Use of non-classroom spaces for temporary classrooms
 - o Lease facilities
 - o Use other public facilities
- ? Improve facility efficiency (short term solution)
 - o Schedule Changes
 - ? Double sessions
 - ? Multi-track year-round
 - o Other
- ? Float teachers (flex schedule)
- ? Shift students to Schools with Capacity (short term solution)
 - o Boundary Adjustments / Busing
 - o Grade reconfiguration
- ? Combination of above strategies

All planned additions to existing educational facilities are contingent upon taxpayer approval.
BK/ma 9/13/05

February 1, 2006

The revised **Ceja Vista Master Plan** (Dec 23, 2005) proposes a total of 1,133 dwelling units over four years (2006-2009). The proposed development will have a **significant impact to the APS district**. The development impacts Navajo Elementary, Harrison Middle School, and Rio Grande High School.

School	2005-06 40 Day Count	Capacity	Space Available
NAVAJO ES	512	540	28
HARRISON MS	700	700	0
RIO GRANDE HS	1,862	2,090	228

Navajo Elementary and Harrison Middle school will NOT be able to absorb the student population generated from the proposed development. **The proposed development will drive a need for another elementary school (in addition to the one already planned for the southwest area) and a new middle school.**

A new elementary school will be built at the Edward Gonzales Elementary School site. However, the new school will relieve overcrowding at Edward Gonzales and Carlos Rey, and will not be able to absorb new students from the proposed development.

A new high school is planned for the southwest area and will be able to absorb future growth in the area.

To address overcrowding at schools, APS will explore various alternatives. A combination or all of the following options may be utilized to relieve overcrowded schools.

- Provide new capacity (long term solution)
 - o Construct new schools or additions

- Add portables
 - Use of non-classroom spaces for temporary classrooms
 - Lease facilities
 - Use other public facilities
- Improve facility efficiency (short term solution)
 - Schedule Changes
 - Double sessions
 - Multi-track year-round
 - Other
 - Float teachers (flex schedule)
- Shift students to Schools with Capacity (short term solution)
 - Boundary Adjustments / Busing
 - Grade reconfiguration
- Combination of above strategies

NEIGHBORHOOD ASSOCIATIONS:

South Valley Coalition of Neighborhood Associations

South Valley Alliance